

**GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING**

**Wayne County Courthouse
26 Church Street, Lyons
and via PublicInput.com**

**August 11, 2022
10:00 a.m.**

PLANNING COMMITTEE MEMBERS PRESENT

Scott Leathersich, Monroe County – At-Large (Chairperson)
Devin Blue, Wyoming County
Angela Ellis, Livingston County
Dominic Fekete, City of Rochester – At Large
Tom Frys, Monroe County Executive
Maria Hayford, Federal Highway Administration
Kevin Kelley, City of Rochester – Planning Commission
David Lindsay, Monroe County – At-Large
Richard Perrin, City of Rochester – Mayor
Kevin Rooney, Wayne County
C. Mitchell Rowe, Seneca County
Richard Sutherland, Genesee/Finger Lakes Regional Planning Council

ALTERNATE REPRESENTATIVES PRESENT

Joel Kleinberg, NYS Department of Transportation, representing Chris Reeve
Eric Farr, Rochester Genesee Regional Transportation Authority, representing Bill Carpenter
Tim McElligott, Ontario County, representing Bill Wright

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED

Uzoma Anukwe, Federal Transit Administration
Rochelle Bell, Monroe County Planning Board
Stephen Golding, Empire State Development Corporation
George Hebert, Monroe County Legislature
Tim Hens, Genesee County
Evelyn Martinez, Federal Aviation Administration
John Papponetti, Orleans County
Douglas Rapalee, Yates County
James Smith, Rochester City Council
Vacant, Monroe County Supervisors' Association
Vacant, NYS Department of Environmental Conservation
Vacant, NYS Thruway Authority

OTHERS IN ATTENDANCE

Jody Binnix, GTC staff	Alex Kone, GTC staff
James Bragg, Wyoming County	Yixuan Lin, Monroe County
Craig Ekstrom, NYSDOT-Region 4	Lori Maher, GTC staff
Tom Harvey, Ontario County	James Stack, GTC staff

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:04 a.m. Alex Kone conducted a roll call of Committee members and alternates. The names of other attendees were captured from meeting login information.

2. Public Forum

Nobody from the public spoke during the Public Forum.

3. Approval of Minutes

Richard Perrin moved to approve the minutes from the July 14, 2022 Planning Committee meeting; Angela Ellis seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

James Stack announced that the Regional Traffic Operations Center was renamed in honor of James Pond during a ceremony on August 8th. Tom Frys recognized his considerable contributions, particularly his instrumental role in the founding of RTOC.

5. Action Items

a) Unified Planning Work Program (UPWP)

1. Action concerning consideration of UPWP Project Scopes of Work
 - a. Task 8622 – Ontario County Freight Rail Corridor Development Plan: Area 2

Tom Harvey, Ontario County staff, presented the Scope of Work for this project. This project will identify potential rail enabled industrial development sites along the Finger Lakes Railway rail and Norfolk Southern rail corridor in the study area. Development capacities will be developed for the candidate properties and their impact of supporting transportation infrastructure evaluated. Comprehensive plan and zoning changes will be recommended to support the proposed development. At the same time, options for either relocating the existing Finger Lakes Railway's rail yard away from Seneca Lake will be sought and compared to options for improving aesthetics and connectivity between the City of Geneva's northeastern neighborhoods from the lakefront. Finally, options for re-routing the Finger Lakes Railway rail to eliminate its route within the core downtown area of the City of Geneva will be sought and compared to the costs for making any identified improvements in the rail geometry, signage, operations, etc. in the city's downtown area to improve rail/vehicular, bicycle, and pedestrian safety. Collectively the recommendations made in the final report will guide Ontario County and the involved municipalities to seek funds to implement physical projects and for the County's Planning Department to work with the municipalities to update local comprehensive plans and zoning.

Tom Frys asked about the safety concerns, particularly why the County is involved if liability is on the railroad concerning pedestrian safety. Tom Harvey noted that Finger Lakes Railway and Norfolk Southern Railway are partners in the study and all partners have a stake in promoting safe accessibility.

James Stack noted that previous Freight Corridor Development Plan Area 1 study was focused on redevelopment of industrial and distribution sites along the Finger Lakes Railway corridor in Manchester, Shortsville, and Clifton Springs. Leonard's Express, a local trucking company, recently opened a refrigerated warehousing space with a rail spur access to the Finger Lakes Railway at the former site of Great Lakes Sauerkraut. The freight planning study helped make this reuse possible. Tom Harvey reiterated that this is a focus of this upcoming study as well.

Joel Kleinberg moved to approve the UPWP Scope of Work for Task 8622; Mitch Rowe seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

1. Action concerning modifying the *FFYs 2020-2024 TIP*

Scott Leathersich proposed grouping Items 5.b.1.a through 5.b.1.g under a single action. No Member or Alternate objected.

- a. Advancing a phase of the I-390 over Erie Canal Barrier & Fascia Replacement project / Planning Committee Resolution 22-12 (NYSDOT)
- b. Modifying phases of the Rt 15 from Rt 253 to Rt 252 project / Planning Committee Resolution 22-13 (NYSDOT)
- c. Deferring phases of the Rt 204 from 33A to Rochester City Line project / Planning Committee Resolution 22-14 (NYSDOT)
- d. Increasing the Total Cost of the Guiderail Preventative Maintenance project / Planning Committee Resolution 22-15 (NYSDOT)
- e. Increasing the Total Cost of the Rt 260 from Rt 31 to Rt 104 & Rt 31 from Transit Way to Salmon Creek project / Planning Committee Resolution 22-16 (NYSDOT)
- f. Increasing the Total Cost and changing the source of Federal Funds of the I-590 Bridges over Route 31 and Allen's Creek Rd project / Planning Committee Resolution 22-17 (NYSDOT)
- g. Increasing the Total Cost of the I-390 Over Plaza Drive Bridge Deck Replacement / Planning Committee Resolution 22-18 (NYSDOT)

Alex Kone confirmed that all changes for FFYs 2023 and later will be reflected in *FFYs 2023-2027 TIP* presented under Item 5.b.3.

Kevin Rooney moved to approve Planning Committee Resolutions 22-12 through 22-18; Tom Frys seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning amending the *FFYs 2020-2024 TIP*

Scott Leathersich proposed grouping Items 5.b.2.a through 5.b.2.r under a single action. No Member or Alternate objected.

Alex Kone requested that the Planning Committee recommend that Resolutions 22-48 through 22-53 be grouped under a single Resolution for Board consideration and that the GTC Board authorize the GTC Executive Director to take necessary actions to amend the 2020-2024 TIP and 2023-2027 TIP to make any future Project Cost or Project Schedule changes, per Exhibit 4 of the TIP Procedures Manual, as Staff Modifications without any subsequent action by the Council for these projects. No Member or Alternate objected.

- a. Deleting phases of the Rt 98 Rehabilitation and Intersection Improvements project / Proposed Council Resolution 22-39 (Town of Batavia)
- b. Increasing the Total Cost of the Rt 96 from Ontario CL to Garnsey Rd and Rt 250 from Rt 96 to Rt 31 project / Proposed Council Resolution 22-40 (NYSDOT)
- c. Increasing the Total Cost of Rt 104 from Monroe CL to Furnace Rd and Intersection Improvements project / Proposed Council Resolution 22-41 (NYSDOT)
- d. Increasing the Total Cost of the Bridge Substructure Repairs – Various Locations project / Proposed Council Resolution 22-42 (NYSDOT)

Alex Kone noted the TIP Staff Modification 22-6, approved since the distribution of the agenda, added a non-participating share to the Construction phases. The revised action for Board consideration would just add an increase of Federal funds only.

- e. Increasing the Total Cost of the Rt 18 over Northrup and Smith Creeks Bridge Replacement project / Proposed Council Resolution 22-43 (NYSDOT)
- f. Increasing the Total Cost of the Rt 104 from Lake Ave to Culver Rd, MbC project / Proposed Council Resolution 22-44 (NYSDOT)
- g. Increasing the Total Cost of the Pavement Markings (FFY 2023) Eastside project / Proposed Council Resolution 22-45 (NYSDOT)
- h. Increasing the Total Cost of the I-490 over Erie Canal and Kreag Rd Bridge Replacements project / Proposed Council Resolution 22-46 (NYSDOT)

Alex Kone noted that, since the distribution of the agenda, the Federal Share of the Detailed Design was increased per the use of Toll Credits. Also, ROW phases were added to account for previously unidentified ROW needs.

- i. Adding the Rt 36 at Perry Rd Intersection Safety Enhancements project / Proposed Council Resolution 22-47 (NYSDOT)
- j. Adding the Culvert Replacement at Various Locations in Livingston and Wyoming County project / Proposed Council Resolution 22-48 (NYSDOT)
- k. Adding the Culvert Replacement at Various Locations in Monroe and Wayne County project / Proposed Council Resolution 22-49 (NYSDOT)
- l. Adding the Replacement/Rehab of Various Culverts in Livingston, Monroe, Ontario, and Wayne Counties project / Proposed Council Resolution 22-50 (NYSDOT)
- m. Adding the Culvert Rehabilitation/Replacement at Various Locations project / Proposed Council Resolution 22-51 (NYSDOT)
- n. Adding the Culvert Replacement in Genesee and Orleans County project / Proposed Council Resolution 22-52 (NYSDOT)
- o. Adding the Replacement of Various Culverts in Genesee, Livingston, Monroe, and Orleans County project / Proposed Council Resolution 22-53 (NYSDOT)
- p. Adding the I-390, from Rt 20A (Exit 8 – Genesee) to Exit 10 (Avon) project / Proposed Council Resolution 22-54 (NYSDOT)
- q. Adding the Rt 15 Corridor Operation Enhancements, Phase 1 project / Proposed Council Resolution 22-55 (NYSDOT)
- r. Adding the 2022 TAP/CMAQ projects / Proposed Council Resolution 22-56 (NYSDOT on behalf of Sponsors)

Alex Kone noted that the Farmington Sidewalk/ Trail Connection Master Plan Phase I engineering phases would begin in FFY 2022.

Joel Kleinberg moved to recommend Resolutions 22-39 through 22-56 as revised; Rich Perrin seconded the motion. The motion passed unopposed.

- 3. Recommendation to the GTC Board concerning approving the *FFYs 2023-2027 Transportation Improvement Program* / Proposed Council Resolution 22-57

Alex Kone provided an updated on the status of the *FFYs 2023-2027 TIP*. He noted that the 30-day comment period was still on-going since the approval to release the Project Lists for public review at the previous Planning Committee meeting.

He reported that the draft TIP was inclusive of:

- a) Previously Committed Projects from *FFYs 2020-2024 TIP*;
- b) New Projects Recommended for Funding; and
- c) TIP Modifications and Amendments on the current agenda.

Alex presented the Fiscal Constraint table which highlighted that there were positive Available Balances for each source of Planning Target funds across the

TIP period and totals per each Federal Fiscal Year. Joel Kleinberg noted that the large balance of National Highway Performance Program funds in FFY 2024 is the result of late notification that NYSDOT Main Office awarded a significant amount of statewide Nation Highway Freight Program funds to the I-490 over Erie Canal and Kreag Road Bridge Replacements project. This award was made after the project list was approved for public review. NYSDOT will be working through the TDC to identify how the NHPP funds can be programmed, likely in the next quarter.

Lori Maher provided an overview of the three public input meetings that were held and a summary of the thirteen comments received to date. She added that responses will be provided to each comment received. James Stack added that there were no compelling comments that require consideration of changing the program of projects. Any additional comments received through August 15 will be shared directly with the GTC Board.

Kevin Rooney requested that the TIP Development Committee explore developing Illustrative Lists and consider recommendations for new projects to begin engineering. This would prioritize and position projects to take advantage of future funding opportunities. He asked that staff confirm which programmed STBG - Flex phases, if any, are eligible for more restrictive fund sources such as STBG – Large Urban or the National Highway Performance Program.

Tom Frys moved to recommend Resolution 22-57; Richard Sutherland seconded the motion. The motion passed unopposed.

4. Recommendation to the GTC Board concerning amending the *FFYs 2020-2024 TIP* by advancing phases of the *FFYs 2023-2027 TIP* / Proposed Council Resolution 22-58

Alex Kone stated that the goal of the proposed TIP changes is to maximize the use of FFY 2022 funds before end of this fiscal year. He noted that it would be an opportunity get an early start on new projects identified in the development of *FFYs 2023-27 TIP* and frees up funds in the later years of the program.

There were two guiding principles for the proposed changes:

- a) Advance pre-Construction phases to FFY 2022; and
- b) Change Fund Sources to more restrictive and utilize Available Balances.

He noted that Proposed Resolution 22-58 would authorize the GTC Executive Director to take necessary actions to amend the *FFYs 2020-2024 TIP* and/or the *FFYs 2023-2027 TIP*, as appropriate, to make any additional future Project Cost or Project Schedule changes, per Exhibit 4 of the TIP Procedures Manual, as Staff Modifications without any subsequent action by the Council for these projects or others that can use the remaining Available Balances in FFY 2022.

Joel Kleinberg noted that these phases can be obligated with the approval of an Initial Project Proposal. He reported that draft IPPs will be provided to local

sponsors for their review in the next week and that they will be signed by NYSDOT-Region 4 following Board approval.

Kevin Rooney moved to recommend Resolution 22-58; Rich Perrin seconded the motion. The motion passed unopposed.

c) Long Range Transportation Plan

(No Action Items)

d) Related Activities

1. Recommendation to the GTC Board concerning certifying that all Federal planning requirements are met / Proposed Council Resolution 22-59

James Stack reported that the last FHWA/FTA Certification of the GTC planning process, which occurs every four years, was issued in July 2021. In the intervening years, concurrent with the submittal of the proposed Transportation Improvement Program (TIP) to the FHWA and the FTA as part of the Statewide TIP approval, GTC is required to "self-certify" that its policy, planning, and programming processes are consistent with applicable federal and state laws as well as regional and local priorities.

He noted that the specific format of the report was provided by NYSDOT Main Office. It has been updated since the last self-certification in 2019.

Angela Ellis moved to recommend approval of Resolution 22-59; Joel Kleinberg seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning adopting the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2023-2027 Transportation Improvement Program* / Proposed Council Resolution 22-60

Alex Kone reported that the draft *Transportation Conformity Statement* was released for public review concurrent with the 30-day period for the *FFYs 2023-2027 TIP* Project Lists. The *Transportation Conformity Statement* was presented at each of the three public meetings held and a dedicated engagement site was online.

Lori Maher reported that no specific comments related to draft *Transportation Conformity Statement* were received to date.

James Stack noted that the Rochester Metropolitan Statistical Area is in non-attainment for 1997 ozone standard and that Conformity determinations have been required again since 2019. Alex Kone presented a chart showing that since 2008, the MSA' rolling three-year averages for ozone particulates has been below the federal threshold set by the Environmental Protection Agency.

Tom Frys moved to recommend approval of Resolution 22-60; Kevin Rooney seconded the motion. The motion passed unopposed.

3. Recommendation to the GTC Board concerning amending the *LRTP 2045*, the *2020-2024 TIP*, and the *2023-2027 TIP* by adding the Inner Loop North Transformation Project / Proposed Council Resolution 22-61

James Stack reported the Inner Loop North Transformation Project (ILN) is currently listed in the *Long Range Transportation Plan 2045* (LRTP 2045) as an Illustrative Project. This notes that the project's costs were expected to exceed the reasonably expected revenues that were projected to be provided to the GTC region as Planning Targets and that discretionary funds from NYSDOT-Main Office or USDOT would have to be secured in order to complete the project. He noted that Governor Hochul had made a commitment of \$100 million for the project but that specific Federal and/or State fund sources had not yet been identified. The proposed LRTP 2045 and TIP actions would allow the engineering phases to be obligated in order to maintain an aggressive schedule.

The proposed Board authorization would include a 30-day public comment period for changes to the LRTP 2045 and TIP, as well as a new Transportation Conformity Statement, which would need to be updated based upon the addition of the ILN. The ILN would be a non-exempt project for Conformity purposes because it is a Regionally Significant Project that would affect regional travel patterns. Jim noted that Richard Perrin, City of Rochester Commissioner of Environmental Services, has prepared a presentation to provide background on the study process and future actions.

Rich Perrin provided an overview of the *Inner Loop North Transformation Study*. He described the review of the six preliminary concepts and the preferred concept that was identified as part of the process. He noted key aspects of the concept that will be refined during the design process including detailed traffic modeling, street alignments, streetscape design, and delineation of newly created lots. There are three construction phases expected to complete the whole corridor.

He provided a tentative schedule for the project that was now possible with the funding commitment from New York State. He noted that the NEPA Notice to Proceed will likely be issued in Fall 2023 and expects Design Approval and the NEPA Determination to occur in Summer 2025. Final Design will be completed approximately one year later and construction letting can take place in the fall of 2027 in advance of the start of construction at the start of spring in 2028.

Maria Hayford asked about public comments received regarding equity along the corridor. Rich Perrin replied that equity was a key goal of the entire planning process and that this focus was instrumental in fostering the vision of neighborhood-specific redevelopment and promoting multi-modal accessibility. He added that while the redevelopment of the Inner Loop East was bid out to larger developers, there will be more opportunities for smaller developers with a broad array of potential projects along the northern segments. James Stack

noted the Hinge Neighbors group that has brought together disparate stakeholders from both side of the Inner Loop.

Joel Kleinberg moved to recommend approval of Resolution 22-61; Rich Perrin seconded the motion. The motion passed unopposed.

6. Reports

a) Status of UPWP Projects

GTC - Jim Stack reported:

- GTC Strategic Planning: No activity to report.
- IIJA/BIL Implementation: Staff participating on various webinars to learn about new IIJA programs.
- Long Range Transportation Plan Update/Implementation: No activity to report.
- Staff Technical Assistance: Staff has analyzed the field data collected in the Village of Sodus Point on July 2 and 8. A draft report is under development.
- Household Travel Data Collection: Staff is still working on a Scope of Work for Planning Committee consideration at a future meeting.
- Active Transportation Program: Staff has been working on forming the Active Transportation Advisory Group but it has been a struggle to get together. Staff has deployed bicycle and pedestrian counting equipment, including at past locations to gather tend data. Staff are also using equipment to assess surface conditions. This data will be incorporated into GTC's online regional cycling map.
- Complete Streets Program: Staff are waiting on guidance from FHWA before advancing too much on this task; however, staff have coordinated speed collection data at the Orange/Orchard intersection in support of Reconnect Rochester's Complete Streets Makeover program. Staff is assessing procurement guidelines in order to contract speed data collection in support partner agency initiatives and UPWP Projects.
- Safety Planning: Staff assessed the Safe Streets and Roads for All grant program for possibly pursuing a planning grant and recommended against the SS4A program in favor of using UPWP funds to achieve the same outcome. Staff are working on a UPWP application and Scope of Work per the Committee's request and expect these will be presented at the October meeting.
- Genesee-Finger Lakes Regional Resiliency Plan: Staff is waiting on guidance from FHWA before advancing this task. It looks like MPOs have to wait for the discretionary portion of the PROTECT grant program.
- Congestion Management Process: No activity to report.
- Travel Time Data Collection Program: No activity to report.
- Rt. 96 over Rt. 14 Strategic Divestment Analysis: After working with NYSDOT, staff has nearly completed drafting an RFP. We expect to advertise by the end of the month.

- Genesee-Finger Lakes Regional Performance Measurement Monitoring & Evaluation System: Performance Measurement database and dashboard currently undergoing testing, updates being made based on user feedback.
- Transportation Performance Management Enhancement Project: Staff has made significant progress on developing an RFP and expects to release it by the end of the month.
- Genesee-Finger Lakes Regional Freight Plan Update: No activity to report.

G/FLRPC – Richard Sutherland reported:

- Regional Land Use Monitoring (2021): The project report is being developed and the maps are in progress as staff wait on some final address data.
- Implementing Complete Streets in the G-FL Region; A Guidebook: The draft guidebook is going through edits. The second public meeting went well. A Complete Streets table was set up at the Perry farmer's market and Emily Royce along with Joe Bovenzi and James Reynolds, the local Complete Streets champion worked to educate, inform, and engage the public.
- The Last Mile (or less): Site Plan Review for Multimodal Transportation: No activity to report. Scope of work may be revised.

Livingston County – Angela Ellis reported:

- Lakeville Corridor Strategic Plan: Proposals were received on July 29. Five firms submitted proposals and are being reviewed. Interviews will be held later in August.

Monroe County – Rochelle Bell and Tom Frys reported:

- Land Use Monitoring (2021): Staff have collected the remaining data. Final report will be presented at the October PC meeting.
- Monroe County High Accident Location Program: Evaluation at 28 of 36 locations on the 2021 list is complete. Staff are reviewing data for the next HAL list.
- Monroe County Comprehensive Active Transportation Plan: Existing conditions and needs assessment reports are nearing completion. Network improvements and policy design tasks will begin in the fall. The first public workshop was held on June 29. The County has received over 500 comments so far. The second public workshop will be held in early 2023.

NYS DOT – Joel Kleinberg reported:

- Regional Traffic Operations Center (RTOC) Strategic Plan: The Steering Committee met on July 18 to review the Inventory and SWOT analysis. The consultant will move into developing a draft business concept.
- City of Rochester Downtown Sign Assessment: The RFP was released on July 29 and responses are due September 9.

Ontario County

- Ontario County Freight Rail Corridor Development Plan - Area 2: Scope of Work considered under Item 5.a.1.

City of Rochester – Rich Perrin reported:

- City of Rochester Active Transportation Master Plan: The existing conditions analysis is almost complete. The second PAC meeting is scheduled for the end of August to review that analysis. Public engagement is on-going, particularly at public festivals. There have been over 2,000 responses to the survey.

RGRTA – Eric Farr reported:

- RTS System Performance Monitoring and Refinement: Route adjustments are being finalized to go into effect in early September.
- Rural Village and City Local Route Study: No update available.
- Rural On Demand Transit Study: The RFP is under review by NYSDOT - Main Office.
- On Route Charging Feasibility Study: The five highest ranked locations for potential chargers are under review and will be discussed on August 12.

Wyoming County – Alex Kone reported:

- Wyoming County High Accident Locations Program: The RFP will be released by the end of August.

Other Agencies – GTC staff reported:

- Arcade Multi-Use Trail Feasibility Study: The RFP was released on July 22 with proposals due August 25; 23 RFP packages have been distributed as of August 10.
- Canal Ponds Business Park Connectivity Study: The RFP was released on July 8 with proposals due August 12.
- Victor Street Connectivity and Access Plan: The Consultant is preparing a draft report for Steering Committee review and comment. The project is a bit delayed in order to coordinate the findings with the design for the extension of Adams Street.
- West Webster Hamlet Revitalization Plan: The Steering Committee met August 11 and discussed public engagement to date. Draft Target Areas for in-depth study.
- Village of Warsaw Active Transportation Plan: The RFP was released on July 22 with proposals due August 25; 18 RFP packages have been distributed as of August 10.

b) TIP Staff Modifications

Alex Kone reported that since the last Planning Committee meeting that there were seven projects modified.

c) Federal Legislative and Funding Update

James Stack reported:

RAISE Grants

As previously mentioned, applications for the Rebuilding American Infrastructure with Sustainability and Equity or RAISE discretionary grant program were due April 14th. The Town and Village of Webster submitted an application for a project to convert roads on the Xerox campus from private to public. Per the Bipartisan Infrastructure Law, USDOT must announce awards by August 12.

Awards were announced this morning. Unfortunately, the Webster application was not selected for funding.

Carbon Reduction Program

NYS DOT Main Office staff discussed the State's approach to the Carbon Reduction Program with MPO Directors on July 15. The State must submit a Carbon Reduction strategy to the USDOT by November 2023, after which projects using Program funds must be consistent with that Strategy. NYS DOT expects to submit a Strategy before the deadline and planned to make funds available afterward. The federal Appropriations designate amounts by formula for large urban areas, including Rochester. The remainder of funds can be used anywhere in the state, including those same urban areas. The MPOs representing large urban areas pushed for NYS DOT to make the FFY 2022 and FFY 2023 funds available soon so we can put those funds to work before the Strategy is complete.

PROTECT Program Guidance

The Bipartisan Infrastructure Law includes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation, or PROTECT program. The PROTECT program includes both a formula component and a discretionary program. On July 29, USDOT released guidance of the formula program. Formula funds are distributed to States for projects that improve resiliency. New York is expected to receive a little over \$293 million over five years. If the State adopts a PROTECT-compliant plan, the Federal share will be increased to 87 percent. If this plan is tied to a Statewide Long-Range Plan, the Federal share will increase to 90 percent. The July 29 guidance makes clear that the formula funds are going to States. The BIL references MPOs having a role in the PROTECT program. It appears that MPOs will have to wait for the Discretionary component for which guidance is expected later this year. On August 2, the national Association of MPO provided a quarterly update that included a discussion on PROTECT. AMPO staff expected MPO to have access and is seeking clarification from USDOT headquarters staff and Congressional staff.

Inflation Reduction Act

This past weekend, the US Senate passed the Inflation Reduction Act. The House Rules Committee discussed the legislation on August 10 and the full House is expected to pass it on August 12.

The Act includes a new Neighborhood Access and Equity grant program with funding of \$1.893 billion. Per AMPO, the program shares similarities with the Reconnecting Communities Pilot program, the Active Transportation Investment Program, and the Healthy Streets program in the IIJA. The program is for grants to improve walkability, safety, affordable access through construction of projects to remove or reuse an existing facility, to retrofit or cap a facility, to build or improve complete streets, or active transportation networks, for planning and capacity building activities in disadvantaged or underserved communities.

There is an additional \$1.262 billion for the same types of projects in Economically Disadvantaged Communities. Specifically, this portion is for communities that are economically disadvantaged, has entered (or will enter) into a community benefits agreement, has an anti-displacement policy, or has a demonstrated local hiring plan.

I have not yet seen details about when the funding will become available or how many years it is spread out over. I have already shared this information with the City of Rochester and the City of Geneva since I am already aware of projects they are pursuing that are not fully funded.

We encourage all of you to sign up for email notifications for when we post new information to our Funding Opportunities page.

d) Other GTC matters

There were no additional GTC matters.

e) Public Engagement Highlights

Lori Maher highlighted new and ongoing public involvement opportunities for the *FFYs 2023-2027 TIP* and the City of Rochester Active Transportation Plan. She provided an update for a public meeting regarding the Route 98 Bridge Rehabilitation over the Erie Canal in the Village of Albion.

f) Member Agency and Partner Updates

There were no member agency and partner updates.

7. New Business

ICAM

Alex Kone reported that Lifespan of Greater Rochester, Inc. was awarded an Innovative Coordinated Access and Mobility (ICAM) Grant through the Federal Transit Administration. The project will expand the capabilities of the Finger Lakes regional 1-Click web portal, resulting in an integrated and seamless process for accessing

community transportation. The enhanced portal will include the ability to schedule and pay for trips provided by public transit and other transportation providers. He added that the project would be completed in partnership with Livingston, Monroe, and Ontario Counties.

Scott Leathersich asked if the matching funds, \$60,000, was coming directly from Lifespan. Angela Ellis replied that the local match is going to be a combination of the Lifespan and the three counties. She added that those details are currently being discussed by the partners. She noted that this project was the original intent of the UPWP-funded project that resulted in the creation of the RideLivingston portal.

Angela Ellis moved to recommend approval of Resolution 22-62; Joel Kleinberg seconded the motion. The motion passed unopposed.

8. Public Forum

Lori Maher reported that there were no public comments received from observers online.

9. Next Meeting

Scott Leathersich noted that the next meeting is scheduled for October 13, 2022.

10. Adjournment

The meeting adjourned at 12:21 AM.